Department of Transportation
Project No. 63-639
Rehabilitation of Bridge of Bridge No. 05868
W-N Roadway (Flyover) over
I-84/I-91 Ramps and CSO Railroad
Hartford, Connecticut

7 PM – December 8, 2010
1 Union Place, Hartford, CT

Minutes

Present:

CTDOT:
Julie Georges, PE – Principal Engineer
David Cutler, PE – Project Manager
Jose Catalan - Project Engineer

Purcell Associates:
Jeff Koerner, PE – Project Engineer
Rohit Pradhan, PE – Project Manager

Presentation:

Mr. Cutler discussed that all bridges with spans over six feet carrying state or interstate routes in Connecticut are inspected at least once every two years. As a result of the inspection findings for Bridge No. 05868, the cracks in the Pier 2 pier cap were recommended to be repaired and four deteriorated modular bridge deck joints were recommended for replacement under the List 19F Bridge Program.

Reasons include:

- Cracks in the pier cap at Pier 2
- Failing modular joints

Mr. Cutler also stated that the project goals are:

- Rehabilitate Bridge No. 05868
- Minimize disturbance to travelling public
- Complete construction in a timely manner
- Effectively use funds

Mr. Cutler stressed that the proposed bridge rehabilitation is in the preliminary design phase and could be modified depending on the issues raised by the public at this meeting.

Mr. Cutler then turned the presentation over to Mr. Koerner to discuss the specifics of the Project.

Mr. Koerner presented a series of photographs to orient the audience to the site and gave a description of the existing bridge:

- Superstructure consists of:
  Steel box girders composite with Cast-in-Place Concrete Deck Slab
- Substructure consists of:
  Concrete piers (8) and concrete abutments
- Nine span structure – 3 - 3 span continuous
- Structure Dimensions
  Total Length = 1726 ft
  Overall Width = 32.4 ft
  Roadway width = 28' – 30' ft

- Curved horizontal alignment (Radius = 456' min.)
- Longitudinal grade of approximately 5.31% (Leading) and 4.597% (Trailing)
- Carries one lane of traffic
  Estimated Average Daily Traffic (ADT) ~ 22,600 vehicles (2003)

Mr. Koerner then showed a series of photos illustrating the condition of the existing structure.

He then gave a description of the proposed construction:

- Replace modular deck joints at Abutment 1, Pier 3, Pier 6 and Abutment 2
- Strengthen pier cap at Pier 2 using bonded fiber reinforced polymer
- Patch concrete spalls in concrete parapets at joints
- Repaint steel cover plates at bridge joints
- Repair bituminous overlay

Mr. Koerner discussed two options for the joint replacement work on the bridge –
Option 1: Maintain traffic on bridge while work is conducted in two stages using traffic drums
Option 2: Periodic ramp closures and a detour using I-91 S.B. to the Airport Road exit ramp and Brainard Road entrance ramp to I-91 N.B.

The work on Pier 2 will be performed from Morgan Street during off-peak hours in two stages with temporary traffic control.

There are no environmental, property or utility impacts anticipated for the project.

Mr. Cutler then discussed this bridge rehabilitation is anticipated to be undertaken using 90% Federal funds and 10% State funds. The estimated construction cost for the entire project is approximately $800,000.

The project could be ready for construction starting in Spring 2012.

Project duration estimated to be four months. The construction schedule is preliminary and is predicated upon the availability of funding and the scheduling of specific work items by the contractor.

Mr. Cutler then opened the meeting to questions from the public.

Public Comments and Questions:

- A local business owner inquired if Morgan Street would require closure during work.

  Mr. Cutler responded that it is anticipated that this work will be done during night hours using stage construction. Also the contractor will be prohibited from working on event nights at the Meadows.

The meeting was adjourned at approximately 7:30 PM